



MEETING MINUTES

Project: I-16/I-75 from I-75 at Hardeman Ave. to I-16 at Spring St.
NH-16-(104) – Bibb County, P.I. 311410
Meeting: Pleasant Hill Coordination Meeting
Location: Booker T. Washington Community Center
Prepared By: Will Sheehan
Prepared On: September 1, 2006

Meeting Date	08/31/06
MA Project No.	99516A
CC:	File 99516A Attendees Liz Sanford (Sycamore) Dom Saulino (HNTB)

ATTENDEES	ORGANIZATION	PHONE
Ben Buchan	GDOT – Urban Design	404-699-4407
Jeff Simmons	GDOT – Urban Design	404-656-5444
Theresa Holder	GDOT – Urban Design	404-656-5444
Jennifer Mathis	GDOT - OEL	404-699-4408
Brad Hale	MA - Project Manager	770-263-5945
Will Sheehan	MA - Highway Designer	770-263-5945
Stephen Duval	MA	478-755-0000
Peter Givens	PHNIG	478-957-8565
Virgil Burton Sr.		478-742-5973
Willie James Irvin		478-742-4662
Greg Floyd	Macon Bibb Planning & Zoning	478-751-7464
Russell Claxton		478-750-0055
Alfred Person		478-737-2565

The purpose of the meeting was to continue coordination with the Pleasant Hill community with the goal of reaching a compromise over their mitigation requests. Mr. Peter Givens, President of the Pleasant Hill Neighborhood Improvement Group (PHNIG), conducted the meeting.

Mr. Givens opened the meeting with introductions followed by a brief timeline of recent coordination between the PHNIG and the GDOT since the last meeting.

Since last meeting

1. The PHNIG drafted a proposal to GDOT formally outlining their mitigation requests in April 2006.
2. GDOT drafted a response letter addressing those requests in July 2006.

Each point in GDOT’s response letter was discussed in detail. The following are the key points of the discussion.

- The PHNIG would be satisfied with an Environmental Assessment (EA) in lieu of an Environmental Impact Statement (EIS) as long as their requests are properly considered.
- The PHNIG is concerned about the handling of displaced residents. It was specifically noted that the few residents who currently live on Middle St. would like to be relocated to another location within Pleasant Hill (not Middle St.). These residents have been attending the PHNIG meetings.
- The community is still concerned about the visual and noise impacts to homes within close proximity of the interstate. GDOT agreed to investigate alternate methods of noise abatement if sound barriers were determined ineffective.



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- The PHNIG agreed that removing every home within 100-yards of the interstate, as requested in their proposal, may have been “ill advised.” Their primary concern was the noise impacts. They noted that many of the homes shown as potential displacements were vacant.
 - The PHNIG expressed concern regarding the “abandoned houses and drug havens” that currently exist on the block of Middle St. between Hardeman Ave. and First Ave. They requested that GDOT improve this area consistent with the improvements to the adjacent blocks on Middle St.
 - It was suggested that the City of Macon purchase the properties on the block and that GDOT develop it into green space. Mr. Givens responded that this idea had been previously rejected by the city due to lack of funds.
 - The PHNIG requested that the relocated Middle St. be removed from the plans and that a green space be developed in its place. Mr. Hale responded that the wall along the interstate could be replaced with a grassed slope or a combination of grassed slope and wall that would create a green space in place of proposed Middle St.
 - Middle St. would end at and turn onto First Ave.
 - A cul-de-sac would be constructed at the dead ends of Second Ave. and Fourth Ave.
 - The section of Middle St. currently proposed from Fifth Ave. to Walnut St. would remain intact with Fifth Ave. ending at and turning onto Middle St.
 - The grassed slope of the entrance ramp could also require the removal of the several houses on the first block of Middle St. that were previously noted as a cause of concern for the community.
 - The “Little Richard House” would be removed due to the grassed slope. The PHNIG responded that saving this house was not a priority for the neighborhood. Mr. Givens also stated that he would personally get in touch with Little Richard to assure the project team that this was not a concern to the neighborhood.
 - A visual / noise barrier could be placed at the top of the slope along the interstate to minimize impacts to the community. The community would have input as to the type of barrier implemented.
 - GDOT noted that all driveways on Hardeman Avenue within 300 feet of the proposed interstate ramps may have to be closed. GDOT policy requires a minimum of 300 feet to be retained as “limited access.” This may require displacement of several properties along Hardeman Avenue. The PHNIG did not object.
 - The idea of a new vehicular and pedestrian bridge connecting east and west Pleasant Hill over the interstate was revisited. Several vehicular and pedestrian bridge locations were investigated including the connection from Third Ave. to Fifth Ave. and the connection from First Ave. (east side) to First Ave (west side). The design team reiterated that, due to the elevation difference between east and west Pleasant Hill and clearance requirements over the interstate, a new roadway/pedestrian bridge between east and west Pleasant Hill would not be economically feasible.
 - A parallel, but separated lane, on the Walnut St. Bridge was mentioned; however, the PHNIG rejected this suggestion.
 - The PHNIG stated that if a vehicular bridge could not be constructed over the interstate, then the David Lucas Pedestrian Bridge should be reconstructed in its present location. The landing on the east side of the interstate was noted as a cause of concern due to the creation of “hiding places” which could lead to increased crime.
 - The next meeting was tentatively scheduled for Wednesday, September 13, 2006.